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BSJ  
a one-piece cast traction pin having a non-hollow unitary structure and defining a body having cylindrical pin region and a frustum region extending from the cylindrical pin region, the traction pin also defining an integral mounting plate extending outwardly from the frustum region;

a bottom mounting plate welded to the integral mounting plate of the traction pin;

a pair of sills, each sill defining a first side and a second side, the first side welded to the bottom mounting plate; and

a top mounting plate welded to the second side of each of the sills, the top mounting plate welded to the railcar cab.

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### **REMARKS**

To summarize the status of this application, claims 1, 3, 5-7, 9-12 and 14-17 are pending. Claims 1 was rejected under 35 U.S.C. § 102(b) as being anticipated by Martin (U.S. Patent No. 1,806,075). Claims 1, 3, 5-7, 9-12 and 14-17 were rejected under 35 U.S.C. § 103(a) as being unpatentable over prior art Fig. 5 in view of Martin. The Abstract was objected to because phrases that can be implied should be avoided. Figure 1 was objected because it was submitted in color.

In response, the Abstract has been amended to remove the phrase "is disclosed." A new Abstract is submitted with this Response along with a version showing the changes made to the Abstract. With respect to the color drawing of Figure 1, the Applicant will submit non-color formal drawings at the appropriate time. At this time, the Applicant submits an informal non-

color drawing of Figure 1.

Claims 1, 3, 7, 10 and 12 have been clarified to recite that the one-piece traction pin is a non-hollow unitary structure. This amendment is made not to avoid prior art but to clarify the traction pin body as being a non-hollow structure.

As stated previously in an earlier Response, in contrast to the disclosed prior art Fig. 5 and Martin, the recited one-piece traction pin is a non-hollow structure, that is, the recited traction pin does not have a hollow interior. The drawbacks with a hollow interior for a traction pin are set forth in the specification at pages 2 and 4 and include the known problem with controlling the wall thickness to avoid stress related failure of the traction pin. Martin teaches a center plate having a hollow pin that would have the same known problems that are now overcome by the present invention. *See* Martin, Figure 4. The present invention is also directed at overcoming the problems with multiple pieces being welded together. Because Martin discloses the known prior art, also identified in the present application at Figure 4, Martin would in fact teach away from the present invention. Accordingly, it is respectfully submitted that the combination of features recited in the pending claims are non-obvious over the known prior art and the cited references.

Accordingly, the applicants respectfully request the withdrawal of the remaining rejections and an early allowance of all claims.

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Respectfully Submitted,  
Banner & Witcoff, Ltd.

Date: October 17, 2002

A handwritten signature in black ink, reading "Scott Burow". The signature is written in a cursive, flowing style. The first name "Scott" is written with a large, prominent "S". The last name "Burow" is written in a more compact, cursive script. The signature is positioned above a horizontal line.

Scott A. Burow  
Reg. No. 42,373

APPENDIX

**Version showing the changes made to the claims**

1. A traction pin for joining a railcar cab with a railcar truck assembly comprising:  
a one-piece cast traction pin body having a [solid] non-hollow unitary structure and defining a cylindrical end, a frustum shaped region and an integral mounting plate, the cylindrical end including a tapered region, the frustum shaped region is formed integral with the mounting plate.

3. A traction pin assembly for joining a railcar cab with a railcar truck assembly comprising:  
a one-piece cast traction pin body having a [solid] non-hollow unitary structure defining a mounting plate and a cylindrical pin, the traction pin body including a tapered region extending from the mounting plate to the cylindrical pin;

a rectangular plate defining a circular opening for receiving the mounting plate of the traction pin body, the traction pin body welded to the rectangular plate;

a bottom mounting plate welded to the rectangular plate;

a pair of sills, each sill defining a first side and a second side, the first side welded to the bottom mounting plate; and

a top mounting plate welded to the second side of each of the sills, the top mounting plate welded to the railcar cab.

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7. A traction pin assembly for joining a railcar cab with a railcar truck assembly comprising:

a one-piece cast traction pin body defining a circular mounting plate and a cylindrical pin, the traction pin body having a [solid] non-hollow unitary structure and including a frustum region extending from the mounting plate to the cylindrical pin, the frustum region formed integral with the circular mounting plate;

a rectangular plate defining a circular opening for receiving the mounting plate of the traction pin body, the traction pin body welded to the rectangular plate;

a bottom mounting plate welded to the rectangular plate;

a pair of sills, each sill defining a first side and a second side, the first side welded to the bottom mounting plate; and

a top mounting plate welded to the second side of each of the sills, the top mounting plate welded to the railcar cab.

10. A traction pin assembly for joining a railcar cab with a railcar truck assembly comprising:

a one-piece cast traction pin body defining a circular mounting plate and a cylindrical pin, the traction pin body further defining a [solid] non-hollow unitary structure and including a frustum region extending from the mounting plate to the cylindrical pin, the frustum region formed integral with the circular mounting plate;

a rectangular plate defining a circular opening for receiving the mounting plate of the traction pin body, the traction pin body welded to the rectangular plate;

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a bottom mounting plate welded to the rectangular plate;

a pair of sills, each sill defining a first side and a second side, the first side welded to the bottom mounting plate; and

a top mounting plate welded to the second side of each of the sills, the top mounting plate welded to the railcar cab.

12. A traction pin assembly for joining a railcar cab with a railcar truck assembly comprising:

a one-piece cast traction pin having a [solid] non-hollow unitary structure and defining a body having cylindrical pin region and a frustum region extending from the cylindrical pin region, the traction pin also defining an integral mounting plate extending outwardly from the frustum region;

a bottom mounting plate welded to the integral mounting plate of the traction pin;

a pair of sills, each sill defining a first side and a second side, the first side welded to the bottom mounting plate; and

a top mounting plate welded to the second side of each of the sills, the top mounting plate welded to the railcar cab.

# ABSTRACT

B6 A one-piece, cast traction pin for use with railway cars. The traction pin is used to connect the railcar cab with the railcar truck assembly. The traction pin includes a mounting plate cast integral with the pin, thereby eliminating the use of multiple welded plates. The one-piece cast traction pin is also solid to reduce the potential for stress related failure of the traction pin during normal operation of the railway car.

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